

GLENN COUNTY and Cities of WILLOWS and ORLAND
Unit of The
TRI-COUNTY PLANNING AREA GENERAL PLAN

General Plan Elements: SAFETY
SEISMIC SAFETY
NOISE
SCENIC HIGHWAYS

Elements Adoption Dates:

BOARD of SUPERVISORS, GLENN COUNTY: July 23, 1974
CITY COUNCIL, CITY of WILLOWS: August 12, 1974
CITY COUNCIL, CITY of ORLAND: July 8, 1974

The preparation of the General Plan elements and maps and charts, etc. contained in this document were financed in part through a comprehensive planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended, and through the auspices of the Council On Intergovernmental Relations, State of California.

Program No. CPA/1032.18

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AREA GENERAL PLAN - NOISE ELEMENT

I. INTRODUCTION

A. AUTHORITY

State law requires that City and County General Plans include a NOISE element which is described in the law as follows:

NOISE ELEMENT (Government Code Section 65302(g))

"A noise element in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements. These include but are not limited to the following:

(1) Highways and freeways

(2) Ground rapid transit systems

(3) Ground facilities associated with all airports

operating under a permit from the State Department of Aeronautics.

"These noise contours may be expressed in any standard acoustical scale which includes both the magnitude of noise and frequency of its occurrence. The recommended scale is sound level A, as measured with A-weighting network of a standard sound level meter, with corrections added for the time duration per event and the total number of events per 24-hour period.

"Noise contours shall be shown in minimum increments of five decibels and shall be continued down to 65 db(A). For regions involving hospitals, rest homes, long-term medical or mental care, or outdoor recreational areas, the contours shall be continued down to 45 db(A).

"Conclusions regarding appropriate site or route selection alternatives or noise impact upon compatible land uses shall be included in the general plan.

NOTES

NOTES

deutsch. *Chemie* 1960, 26, 2222. Eine weitere sehr wichtige und einfache

Methodik zur Herstellung von zirkulären Polymeren ist in einem vorherigen Artikel (1) ausführlich beschrieben. Diese ist sehr

praktisch, wenn Isotaktische Polypropylene benötigt werden. Ein weiterer

und wichtiger Vorteile dieser Methode ist die Tatsache, daß es möglich ist

zur Herstellung von zirkulären Polymeren zu verzichten, die sonst erforderlich wären, um zirkuläre Polymeren herzustellen. Ein weiterer Vorteile

ist die Tatsache, daß es möglich ist

zur Herstellung von zirkulären Polymeren (2)

zur Herstellung von zirkulären Polymeren (3)

zur Herstellung von zirkulären Polymeren (4)

zur Herstellung von zirkulären Polymeren (5)

zur Herstellung von zirkulären Polymeren (6)

zur Herstellung von zirkulären Polymeren (7)

zur Herstellung von zirkulären Polymeren (8)

zur Herstellung von zirkulären Polymeren (9)

zur Herstellung von zirkulären Polymeren (10)

"The state, local, or private agency responsible for the construction or maintenance of such transportation facilities shall provide to the local agency producing the general plan, a statement of the present and projected noise levels of the facility, and any information that was used in the development of such levels."

III. SCOPE and NATURE of the NOISE ELEMENT

A. PLANNING AREA, GENERAL POLICY

In the planning area of approximately 5,000 square miles, with a population density of about ten persons per square mile, and with most of its extensive mountain area in substantially unpopulated and undeveloped Federal land ownership, noise is a minor problem with respect to the total area.

General policy is to locate particular present or potential problem sites, identify noise sources, and provide for the reduction and/or reasonable control of noise through this plan element, precise plans based hereon, and appropriate regulatory measures to effectuate the proposals contained herein.

1. Noise in the Area

Noise at or approaching problem magnitudes in the area is concentrated in the urban areas, at certain industrial operations, and along the corridors of transportation routes, air, rail and highway.

Urban and industrial noises and their sources are considered as a local noise problem subject to local attention, and related to but somewhat distinct from transportation noise, the control of which involves a number of Federal, State and local agencies.

It is plan policy to recognize and treat both fields of noise problems, each in a manner and to a degree considered reasonable and adequate for the best interests of the area and the comfort and convenience of its people.

2. Policy Regarding Needed Controls

Urban and industrial noise problems are generated by people and their local activities, in their use of land and equipment, and in their business and industrial operations.

Control of such noises and their sources is most effectively applied, as and when needed, by local City or County ordinances which include enforcement provisions which specify maximum permissible noise levels in relation to established ambient levels.

A sample ordinance is included herein.

Controls of noises from transportation equipment and facilities, such as motor vehicles, railroad trains and aircraft, and their highways, tracks and airways, are almost entirely in the legal jurisdiction of Federal and State agencies.

The preparation of this Noise element was assisted by such agencies, and controls and preventive measures applied by or available through such agencies are incorporated herein.

B. DESIRED MAXIMUM LEVELS in LAND USE AREAS

The intensity of sound, or noise, as detectable by the human ear, is measured in "Decibel" units. For purposes of this element, the A-weighted decible unit, dB(A), as registered on commercial sound level meters, is used in relation to surface noises.

1. Highway Design Standards. The following is a summary of Federal standards for use in the design of roads and highways which are applicable with minor variations in California, and which are proposed element guides. (Ref: U.S. DOT PPM 90-2, Feb. 8, 1973, Appendix B-4).

Land Use Category	Design Noise Level - L ₁₀
A. Unique and unusual tracts of land in which serenity and quiet are of extraordinary significance and preservation of those qualities is essential if the area is to continue to serve its intended purpose.	60 dB(A) (Exterior)
B. Residential areas, schools, churches, libraries hospitals, and so forth.	70 dB(A) (Exterior)
C. Other developed land not included in (A) and (B) and generally constituted by urbanized business or industrialized areas.	75 dB(A) (Exterior)
D. Special condition sites, areas, or activities. The design noise level should be established, based on the merit of the specific case and an analysis of the acceptable level.	(Exterior or Interior)

2. Land Use Classification Standards. The following standards are proposed as generally desirable ambient exterior noise level guides to be used together with other basic plan elements and in the future planning and location of noise-sensitive land uses and developments in relation to noise generating uses and facilities.

Land Use Classification	Desired Ambient Level, dB(A)
Residential, rural-suburban:	10 PM to 7 AM 40 - 45 7 AM to 10 PM 45 - 50 - 60*
Residential, suburban:	10 PM to 7 AM 45 - 50 7 AM to 10 PM 50 - 55 - 65*
Residential, low density urban:	10 PM to 7 AM 50 - 55 7 AM to 10 PM 55 - 60 - 70*
Residential, med./high density:	10 PM to 7 AM 55 - 60 7 AM to 10 PM 60 - 65 - 70*
Commercial zones, districts:	10 PM to 7 AM 65 - 70 7 AM to 10 PM 70 - 75
Industrial zones, districts:	24 hours 75

*Proposed where transportation noise is a significant factor.

NOTE: It is expected that some periodic peak noises from various agricultural and forestry operations which are common and established operations within the area may exceed the above desired ambient levels.

The above standards are intended to be applied with careful attention to the particular City or County area conditions, such as size and nature of development and expansion area, mixture of uses and spacing of mixed uses, present ambient levels, etc.

The following are summarized noise level standards established by the Department of Housing and Urban Development for residential mortgaging estimates, construction projects and new housing.

<u>General External Exposure, dB(A)</u>	<u>*NEF ZONES, Airport Environs</u>
1. <u>Unacceptable:</u>	
a. Exceeds <u>80</u> , 60 min. per 24 hours.	Greater than <u>40</u> *
b. Exceeds <u>75</u> , 8 hours per 24 hours.	
2. <u>Discretionary</u> , Normally Unacceptable:	
a. Exceeds <u>65</u> , 8 hours per 24 hours.	Between <u>30</u> * & <u>40</u> *
b. Loud repetitive sounds on site.	
3. <u>Discretionary</u> , Normally Acceptable:	
a. Does not exceed <u>65</u> more than 8 hours per 24 hours.	Less than <u>30</u> *
4. <u>Acceptable:</u>	
a. Does not exceed <u>45</u> more than 30 minutes per 24 hours.	Less than <u>30</u> *

Because the foregoing HUD standards also apply to FHA financing of residential housing, they must be given particular attention and be related closely to the preceding land use classification standards if and when a local jurisdiction considers application of non-transportation noise regulations.

C. STANDARDS, NOISE FROM TRANSPORTATION FACILITIES

The State law definition of the Noise element mentions only, and so gives primary importance, to noise generated by transportation facilities, (See page 31, Authority):

*NEF = "Noise Exposure Forecast", HUD Noise Assessment Guidelines.

- "(1) Highways and Freeways,
- "(2) Ground rapid transit systems,
- "(3) Ground facilities associated with all airports operating under permit from the State Department of Aeronautics."

Since ground rapid transit systems do not exist in the planning area except in the mild form of limited bus operations on public roads and highways, and since area airports are general aviation operations not used for scheduled airline purposes or for large commercial jet engine aircraft, this Noise element plan directs primary attention to highway and freeway noise problems. Although railroads are not specifically mentioned in the law, they are recognized as contributors to noise problems in the area.

Control of noise related to motor vehicles, aircraft, and railroad equipment is under the jurisdiction of Federal and State agencies. For this reason this plan element is designed to present information useful for planning purposes rather than to propose specific local control standards for transportation facilities.

Under the State law, the agencies responsible for the construction and maintenance of major transportation facilities are obligated to provide present and projected noise levels for their facilities. Therefor, in this planning area, the State Department of Transportation is the major contributor of such information.

1. Standards for Basic Information

Two recognized methods for presenting the present and projected noise level information are available from the California Department of Transportation, Division of Highways:

a. "Test Method No. Calif. 701-A", mean truck noise levels for diesel trucks.

b. "L₁₀ Method", the sound level that is exceeded ten percent of the time (the 10th percentile) for the period under consideration. This value is an indicator of both the magnitude and frequency of occurrence of the loudest noise events.

Both the U.S. Department of Transportation and the U.S. Department of Housing and Urban Development accept the L₁₀ Method, rather than the California Method. The Department of Transportation has provided L₁₀ Method data for 1974 and projected 1995 noise contour mapping of urban areas, together with section drawings from which to apply Calif. 701-A Method data along low traffic volume rural routes on an interim basis.

c. Government Code Sec. 65302(g) Standards

<u>Data Sources</u>	<u>dB(A) Map Contours</u>
From L ₁₀ data, meter readings, (or California Method charts, etc.):	
1. Freeways and Highways	Down to <u>65</u>
2. At hospitals, rest homes, long-term . . . medical or mental care, or outdoor recreation areas (as appropriate)	Down to <u>45</u>

d. Airport Ground Facilities and Aircraft.

The following noise level standard is proposed as a goal for existing airports and a control for future airports where residential or hospital, etc. uses as above are located adjacent to, or in close proximity to the airport boundaries.

<u>Location of Sound Level Reading</u>	<u>*CNEL Reading</u>
At airport boundary adjacent to residential, etc. use areas.	65 dB(A)

*CNEL = "Community Noise Equivalent Level", in decibels, represents the average daytime noise level during a 24 hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and night-time periods relative to daytime periods.

III. GENERAL POLICY STATEMENTS re. STANDARDS, GOALS

This Noise element is designed to provide a guide for local jurisdictions to use in relation to their particular needs and conditions. It is adaptable for adoption in this form as the broad General Plan element, and may be revised or supplemented as particular needs dictate.

Standards contained herein are derived from State and Federal agency sources, and in most cases were developed specifically for such General Plan and related purposes.

Goals of the plan element are to provide the general guide and sufficient detail to identify noise problems, present basic standards for their reduction and/or control, and indicate methods to effectuate such controls.

The element and its effective application in the planning area has value in that it may produce a more pleasant "people" environment through reduction and control of noise pollution which has been proven to have, at certain levels, adverse effects upon the physical and mental well-being of persons subjected to such pollution.

IV. RELATIONSHIPS of the NOISE ELEMENT

A. TO OTHER GENERAL PLAN ELEMENTS

There is a strong relationship between the Noise element and the Land Use element and its urban and suburban land use classification areas, the Housing element with respect to Federal standards for acceptable noise levels for residential construction financing, and the Circulation element with respect to desired transportation facility noise levels.

The noise element is in a sense a supplementary element to the above in that its standards and proposals are to be superimposed upon, or incorporated with those of the other element plans.

It has particular value in its use with respect to the location and design of future transportation facilities, and in the location of future housing developments, hospitals, etc. in relation to transportation facilities and other primary noise generators.

B. TO ENVIRONMENTAL IMPACT

Standards and goals of this plan element will have reference value in the assessment of noise impact upon the environment which may result from most proposed public and private projects.

C. TO OTHER AGENCIES

The cooperative approach of the total multi-county planning project of the Area Council has involved many Federal, State and local agencies in the preparation of this Noise element and other General Plan elements undertaken by the Council.

All such agencies are concerned with noise problems in their particular fields of planning, and are encouraged to utilize appropriate goals and standards contained herein for purposes of area uniformity and close planning coordination.

V. IMPLEMENTATION PROPOSALS

A. NOISE ELEMENT re. TOTAL GENERAL PLAN

As indicated in preceding part IV. hereof, the Noise element relates closely to, and may be implemented through application of its standards and goals to other General Plan elements.

Although State law mandates a fractured total listing of General Plan elements with forced duplications, etc., local refinement and reasonable administration will permit orderly transmittal of goals and standards from plan to plan for effective implementation.

All such elements require periodic review which may include better organization of plan features based on use and experience.

B. REGULATORY MEASURES

The Noise element contains both proposed standards for future facility and development location and design, and for specific controls which are proposed to be applied by law - Federal, State or local ordinance.

Since, as has been mentioned, noise controls of transportation facilities are in Federal and State jurisdiction, only the controls of noise related to urban land uses and operations and commercial and industrial operations are subject to local ordinance control.

Needs for such regulation will be greatest in City and urban areas, and the degree of need and timing for application of controls is a matter of local jurisdiction determination.

A sample ordinance designed for such purpose is included as "Exhibit B" hereof. Although the sample is drafted as a City ordinance, it is adaptable for County use also.

C. ADDITIONAL IMPLEMENTATION MEASURES

Although it is recognized that correction or reduction of existing noise problems is difficult, some relief may be expected through stricter Federal and State standards applied to motor

vehicles, aircraft and railroad equipment. Sound barriers may be installed along serious problem sections of freeways and highways, industries may install sound control equipment, exterior wall and mass planting, and interior soundproofing may be installed to reduce noise in existing structures.

The more effective long-range implementation measures will be, through use of standards and controls proposed herein, and the use of the charts, maps, etc. which constitute "EXHIBIT A" hereof, to consider carefully the noise factor in the design and location of future transportation and other noise generating facilities with respect to noise sensitive land uses.

Conversely, housing and hospital, etc. types of land uses should be located and designed in the future with careful consideration of present and projected noise levels of present or future high level noise generating facilities.

The "EXHIBIT A" maps are to be considered as basic information having value for present purposes. They should be supplemented by more detailed and updated "on-site" sound level readings and analysis of future noise generator projections in the area, particularly at the time site locations for housing developments, hospitals, schools, health care facilities, places of public assembly, recreation facilities, etc. are being selected.

Ambient sound level readings will be required to be taken and recorded in conjunction with implementation of controls by use of local sound control ordinances, "Exhibit B".

NOISE CHARTS and DIAGRAMS

The following charts and diagrams are intended to give a general understanding of noise and its levels of magnitude and effect, as heard by the human ear.

Some of the charts and diagrams are informational, and some are intended for use in relation to policies, standards, and controls of present and projected noise problems as set forth in this plan element.

They should be used with the understanding that they present generalized information in some cases, and some may require supplementary data for reliable results.

<u>EXHIBIT</u>	<u>TITLE</u>
A-1	COMMON INDOOR AND OUTDOOR NOISE LEVELS Source: "Guide On Evaluation And Attenuation Of Traffic Noise", Author and Publisher: American Assoc. of Highway and Transportation Officials.
A-2	CUMULATIVE DISTRIBUTION OF HIGHWAY VEHICLES VERSUS NOISE LEVELS. Source: "Transportation Noise And Its Controls", U.S. Department of Transportation.
A-3	MEDIAN NOISE LEVEL ESTIMATES OF MIXED TRAFFIC AT 50 MILES PER HOUR. Source: Same as A-2.
A-4	NOISE REDUCTION PRODUCED BY VARIOUS HIGHWAY CONFIGURATIONS. Source: Same as A-2.
A-5	NOISE REDUCTION WITH AND WITHOUT TREES. Source: Same as A-2.
A-6	WAYSIDE NOISE LEVEL FOR TRANSIT TRAINS OF VARIOUS LENGTHS. Source: Same as A-2.
A-7	ESTIMATED LOCATION OF <u>CNEL</u> = 70 dB CONTOURS FOR TYPICAL GENERAL AVIATION AIRPORTS. Source: California Department of Aeronautics, per, "TITLE 4, (Register 70, No. 48-11/28/70)".

<u>EXHIBIT</u>	<u>TITLE</u>
A-8	TYPICAL TRUCK NOISES VERSUS DISTANCE FROM THREE BASIC FREEWAY DESIGNS.
A-9	NOTE: Exhibit A-9, included herein <u>by reference</u> , consists of L_{10} Method Highway Noise Contour strip maps and related data prepared and contributed to the noise element plan program by the California Department of Transportation.

The L_{10} method maps and data provide the most authentic and useful information for plan element use along freeway and major highway corridors.

COMMON INDOOR AND OUTDOOR NOISE LEVELSEXHIBIT A-1

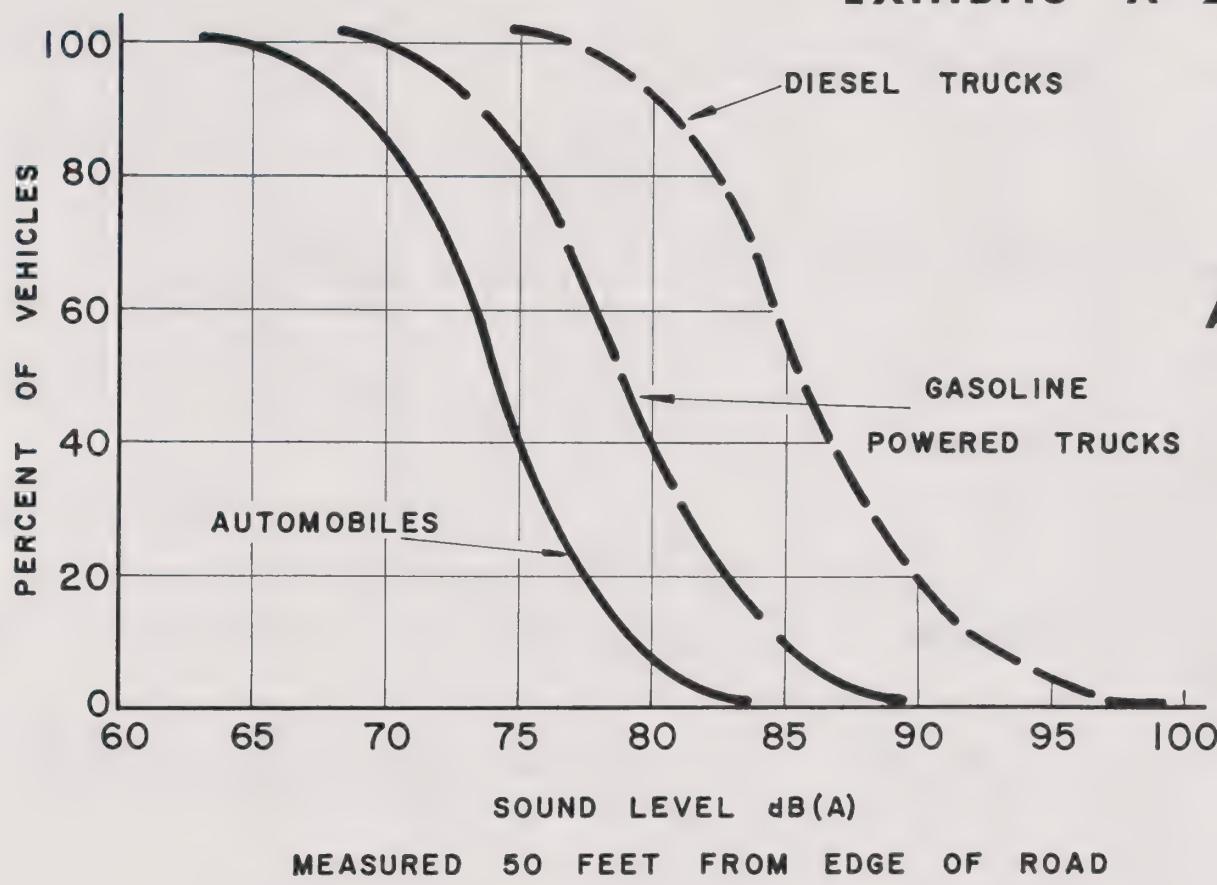
<u>COMMON OUTDOOR NOISE LEVELS</u>	<u>NOISE LEVEL dB(A)</u>	<u>COMMON INDOOR NOISE LEVELS</u>
	-110-	--- Rock Band
Jet Flyover at 1000 ft.	-	
	-	
	-100-	--- Inside Subway Train
Gas Lawn Mower at 3 ft.	-	(New York)
	-	
	-90-	
Diesel Truck at 50 ft.	-	--- Food Blender at 3 ft.
	-	
	-	
Noisy Urban Daytime	-80-	--- Garbage Disposal at 3 ft.
	-	Shouting at 3 ft.
	-	
	-	
Gas Lawn Mower at 100 ft.	-70-	--- Vacuum Cleaner at 10 ft.
	-	
	-	
Commercial Area	-	--- Normal Speech at 3 ft.
	-60-	--- Large Business Office
	-	
	-	
Quiet Urban Daytime	-50-	--- Dishwasher Next Room
	-	
	-	
	-	
Quiet Urban Nighttime	-40-	--- Small Theatre, Large Conference Room (Background)
	-	
	-	
Quiet Suburban Nighttime	-	--- Library
	-30-	--- Bedroom at Night
	-	
	-	
Quiet Rural Nighttime	-	--- Concert Hall (Background)
	-20-	
	-	
	-	
	-	
	-	
	-	
	-10-	
	-	
	-	
	-	
	-	
	-	
	-0-	

Source: "Guide on Evaluation and Attenuation of Traffic Noise",
Author and Publisher: American Association of State Highway and
Transportation Officials.

NOTE: A ten (10) decibel increase in sound level on dB(A) scale
doubles the apparent loudness or annoyance of the sound.

CUMULATIVE DISTRIBUTION OF HIGHWAY VEHICLES
VERSUS NOISE LEVEL

EXHIBITS A-2, 3

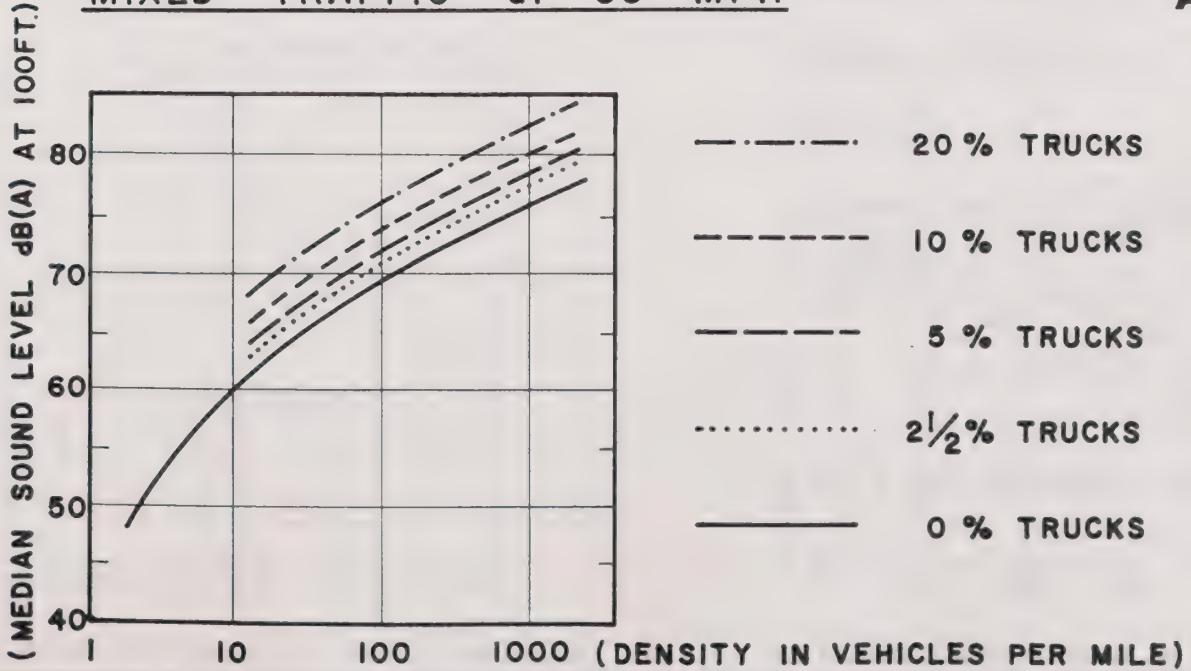


A-2

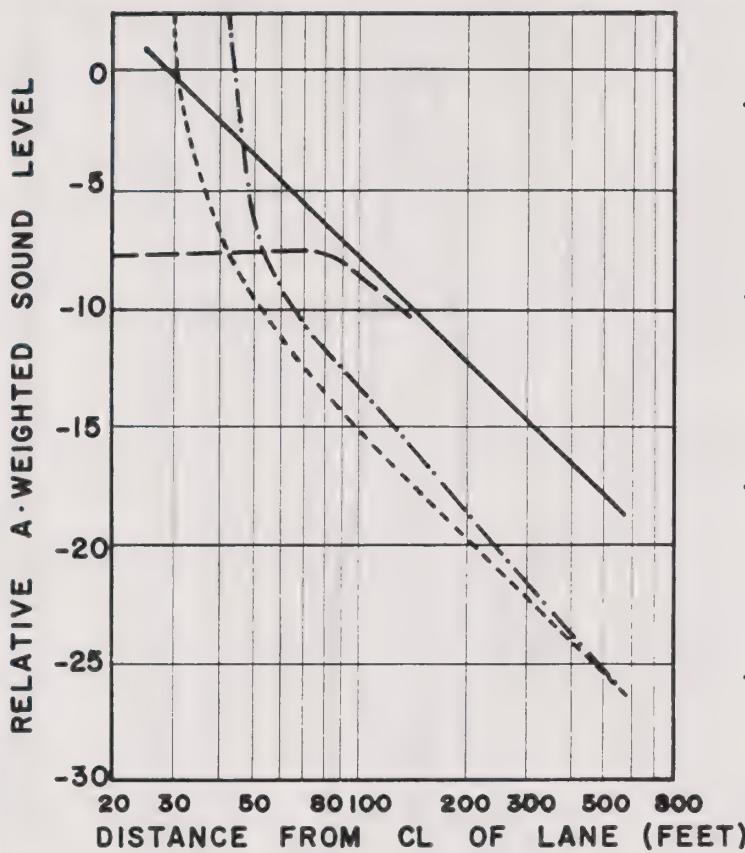
MEDIAN NOISE LEVEL ESTIMATES OF

MIXED TRAFFIC at 50 MPH

A-3



NOISE REDUCTION PRODUCED BY
VARIOUS HIGHWAY CONFIGURATIONS



EXHIBITS A-4, 5, 6

ON GRADE



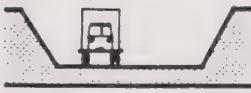
ELEVATED



VERTICAL CUT



SLOPED CUT

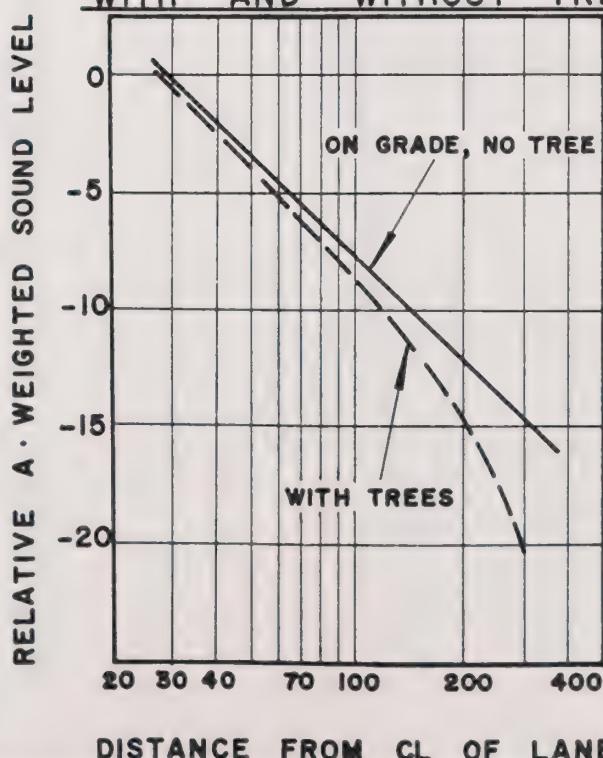


A - 4

A - 5

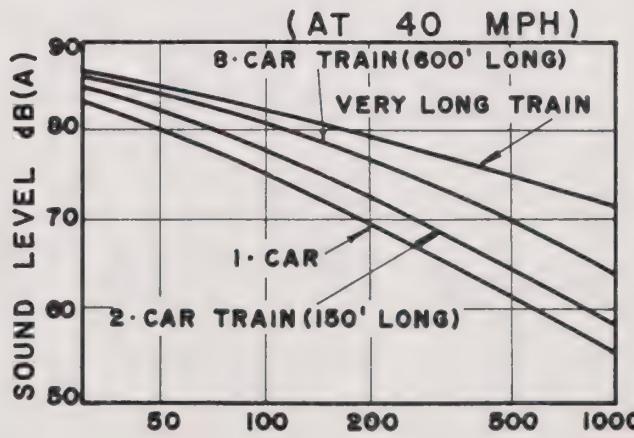
NOISE REDUCTION

WITH AND WITHOUT TREES



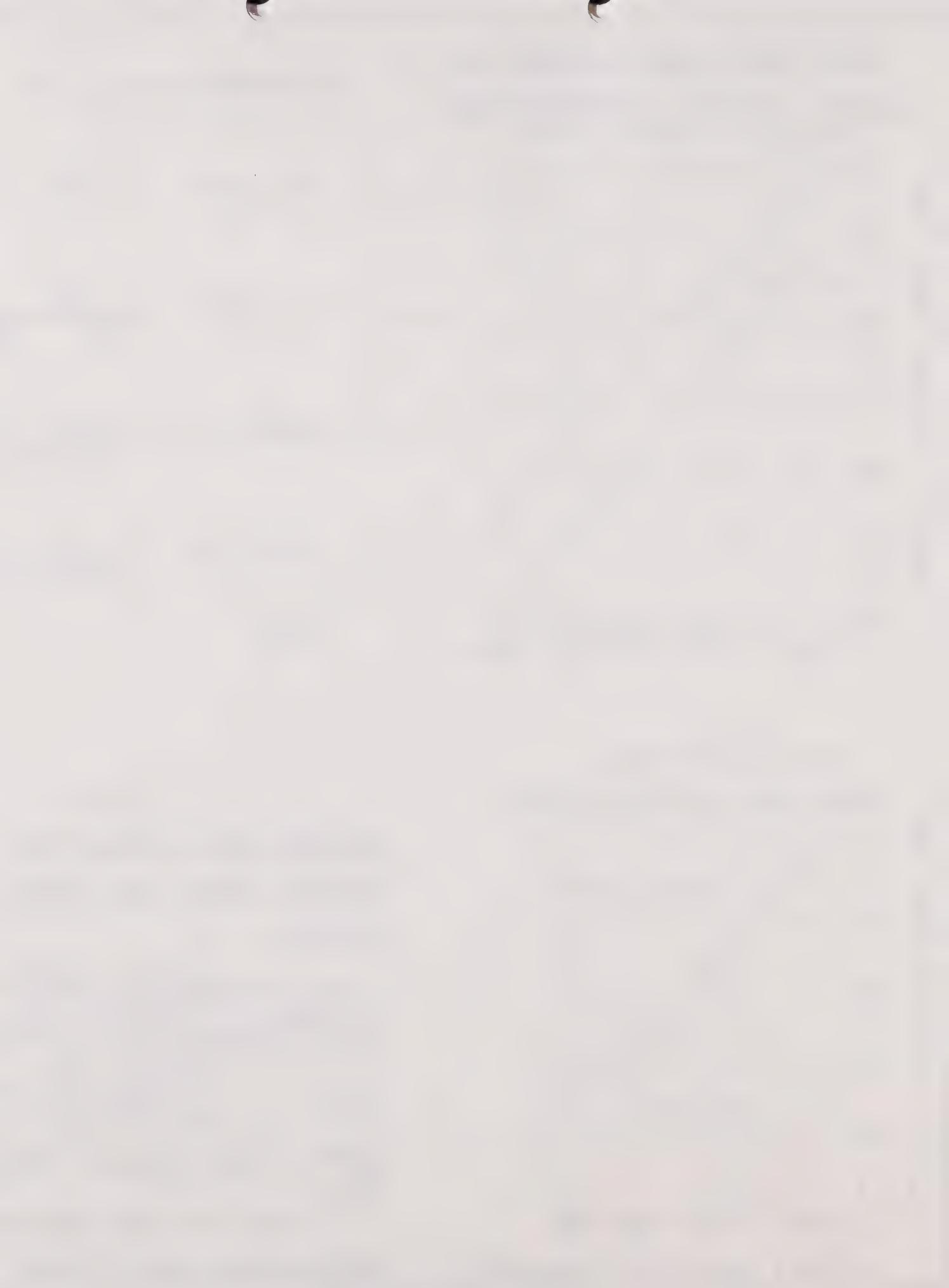
A - 6

WAYSIDE NOISE LEVEL FOR
TRANSIT TRAINS OF VARIOUS
LENGTHS

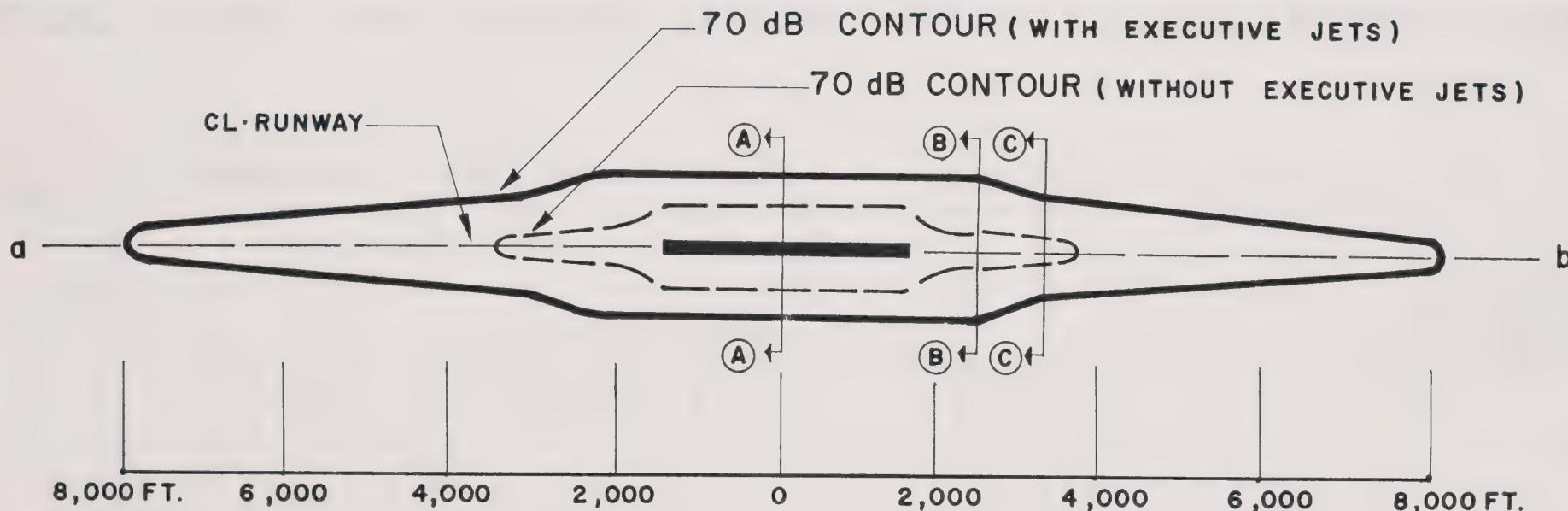


DISTANCE FROM CL OF LANE (FEET)

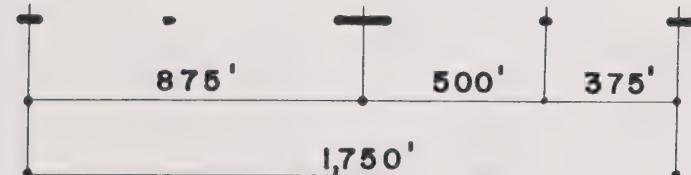
DISTANCE FROM TRACK CL (FEET)



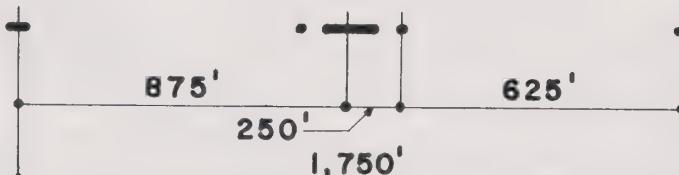
ESTIMATED LOCATION OF CNEL=70 dB CONTOURS FOR TYPICAL GENERAL AVIATION AIRPORT



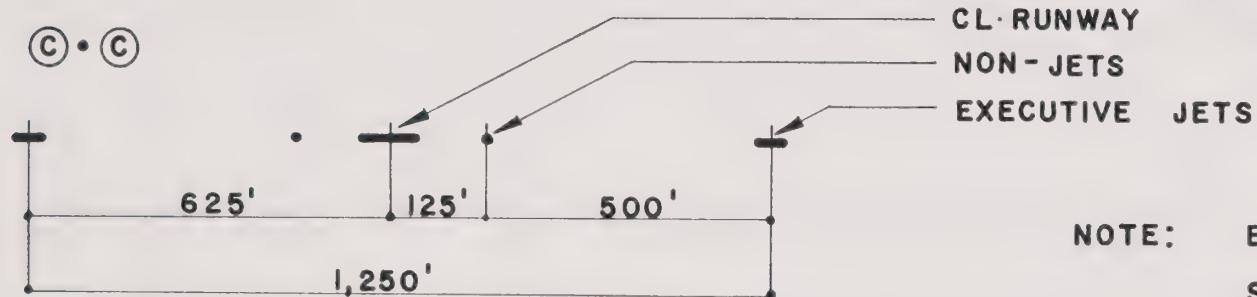
(A) • (A)



(B) • (B)



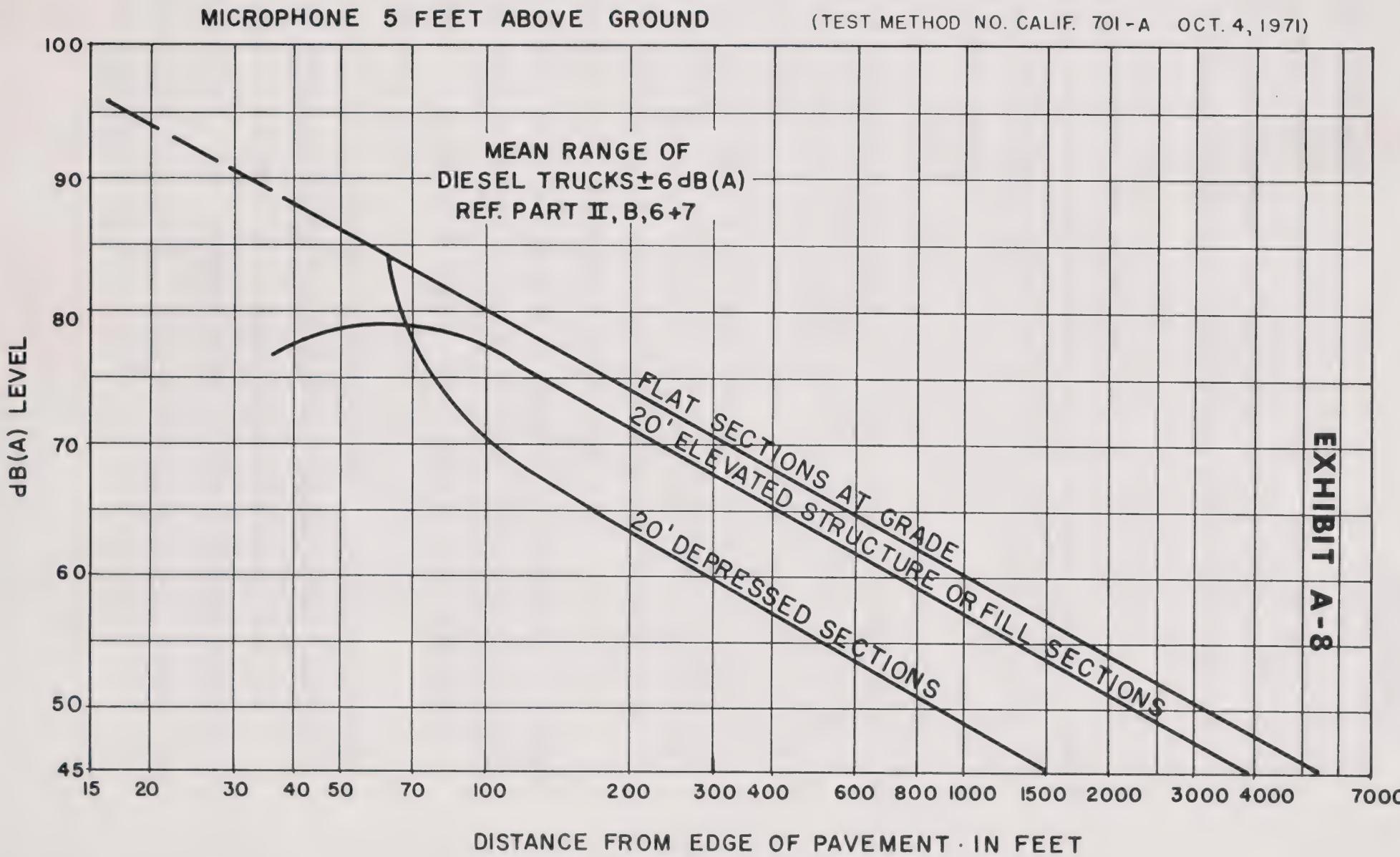
(C) • (C)

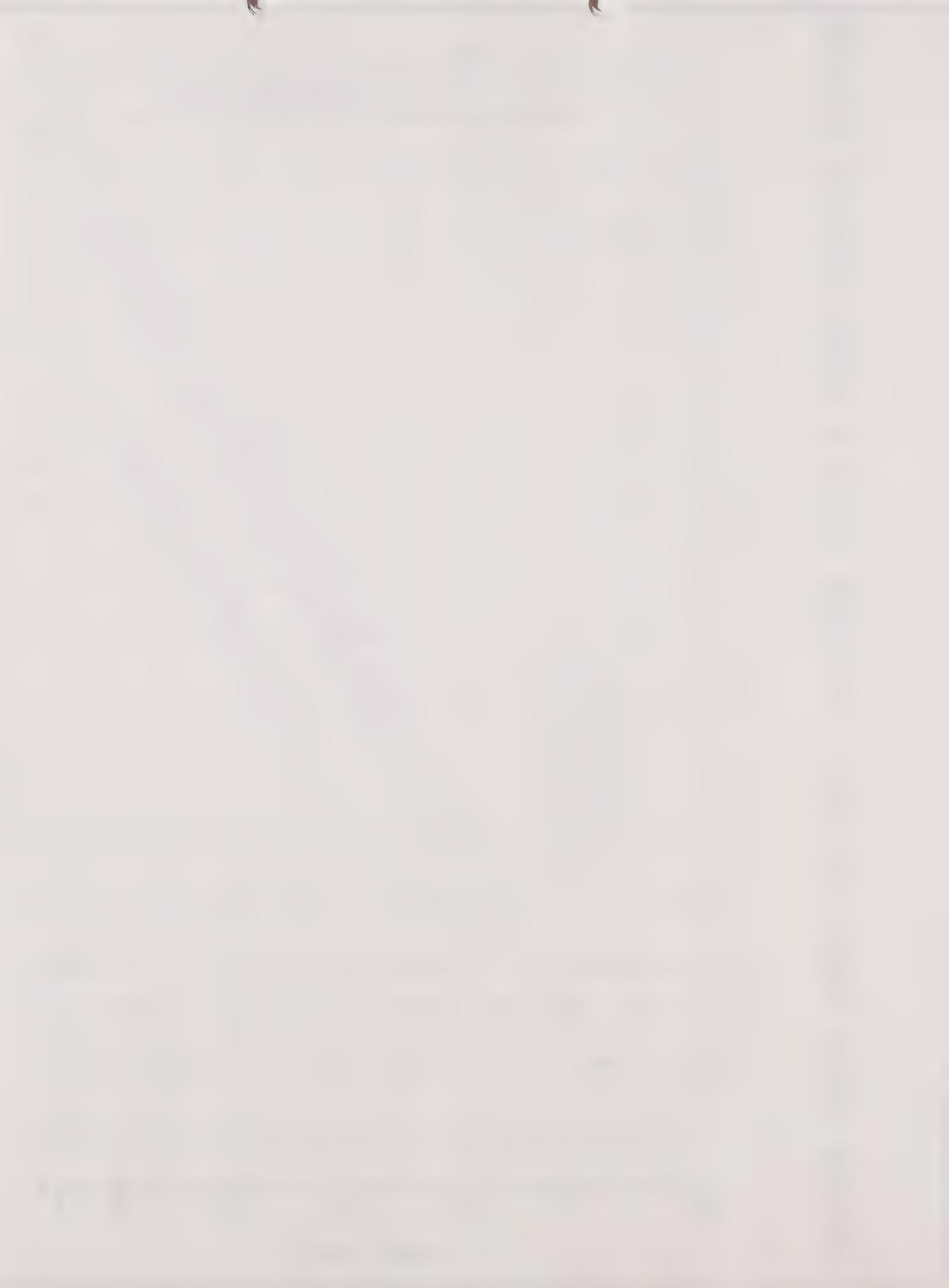


NOTE: ESTIMATE ONLY, DISTANCES
SHOWN ARE APPROXIMATE.

EXHIBIT A-7

TYPICAL TRUCK NOISE VERSUS DISTANCE FROM 3 BASIC FREEWAY DESIGNS





MODEL NOISE ORDINANCE

The model noise ordinance which follows in modified form, as Exhibit B, was prepared by the League of California Cities to serve as a general guide as to the nature and content of such ordinances.

It is intended for reference purposes for any City which might in the future find that noise of the limited types subject to local control appears to be at or approaching intolerable levels in some areas.

Any such ordinance should be further modified to relate directly to the particular city conditions and to established and recorded ambient sound levels within the various land use areas of the city.

Although few of the smaller cities in California have found need for noise control ordinances, other models may be obtained from larger cities which may have developed and adopted such ordinances for their particular situations.

The Pacific Gas and Electric Company has prepared a suggested form of ordinance which contains community sound levels which are the same as those proposed in this General Plan element on page 4 hereof.

The P.G. & E. ordinance proposes noise levels five decibels higher than those shown in the League of Cities model, and as shown on page B-3. Both the League of Cities model and the references to P.G. & E. proposals are included herein for general informational purposes only. They do not constitute General Plan standards or proposals.

MODIFIED

Model Noise Ordinance-League of California Cities

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF _____ ADDING
CHAPTER _____ TO TITLE _____ OF THE
MUNICIPAL CODE PROHIBITING EMISSION OR CREATION OF
NOISE BEYOND CERTAIN LEVELS.

THE CITY COUNCIL OF THE CITY OF _____ DOES ORDAIN
AS FOLLOWS:

Chapter _____ consisting of _____ articles and entitled "NOISE
REGULATIONS" is added to the _____ Municipal Code to read as follows:

CHAPTER _____. NOISE REGULATION

Article 1. General Provisions

Sec. _____ Declaration of Policy.

It is hereby declared to be the policy of the City to prohibit unnecessary, excessive, and annoying noises from all sources subject to its police power. At certain levels noises are detrimental to the health and welfare of the citizenry and in the public interests shall be systematically proscribed.

Sec. _____ Definitions.

As used in this chapter, unless the context otherwise clearly indicates, the words and phrases used in this chapter are defined as follows:

(a) Ambient Noise. "Ambient noise" is the all-encompassing noise associated with a given environment, being usually a composit of sounds from many sources near and far. For the purpose of this ordinance, ambient noise level is the level obtained when the noise level is averaged over a period of 15 minutes without inclusion of noise from isolated identifiable sources, at the location and time of day near that at which a comparison is to be made.

(b) Decibel. "Decibel" (dB) shall mean a unit of level which denotes the ratio between two (2) quantities which are proportional to power; the number of decibels corresponding to the ratio of two (2) amounts of power is ten (10) times the logarithm to the base ten (10) of this ratio.

(c) Emergency Work. "Emergency work" shall mean work made necessary to restore property to a safe condition following a public calamity or work required to protect persons or property from an imminent exposure to danger or work by private or public utilities when restoring utility service.

(d) Frequency. "Frequency" of a function periodic in time shall mean the reciprocal of the smallest increment of time for which the function repeats itself. The unit is the cycle per second or hertz.

(e) Person. "Person" shall mean a person, firm, association, copartnership, joint venture, corporation, or any entity, public or private in nature.

(f) Sound Level. "Sound level" (noise level) in decibels is sound measured using the A weighting network of a sound level meter. Slow response of the sound level meter needle shall be used except where the sound is impulsive or rapidly varying in nature in which case fast response shall be used.

(g) Sound Level Meter. "Sound level meter" shall mean an instrument including a microphone, an amplifier, an output meter, a frequency weighting networks for the measurement of sound levels which satisfies the pertinent requirements in American National Standards Institute's Specification S1.4 - 1971 or the most recent revision thereof for type S-2A general purpose sound level meters.

(h) Motor Vehicles. "Motor vehicles" shall include, but not be limited to, mini-bikes and go-carts.

(i) Sound Amplifying Equipment. "Sound amplifying equipment" shall mean any machine or device for the amplification of the human voice, music, or any other sound. "Sound amplifying equipment" shall not include standard automobile radios when used and heard only by the occupant of the vehicle in which the automobile radio is installed. "Sound amplifying equipment", as used in this chapter, shall not include warning devices on authorized emergency vehicles or horns or other warning devices on any vehicle used only for traffic safety purposes.

(j) Sound Truck. "Sound truck" shall mean any motor vehicle, or any other vehicle regardless of motive power, whether in motion or stationary, having mounted thereon, or attached thereto, any sound amplifying equipment.

(k) Commercial Purpose. "Commercial purpose" shall mean and include the use, operation, or maintenance of any sound amplifying equipment for the purpose of advertising any business, or any goods, or any services, or for the purpose of attracting the attention of the public to, or advertising for, or soliciting patronage or customers to or for any performance, show, entertainment, exhibition, or event, or for the purpose of demonstrating such sound equipment.

(l) Noncommercial Purpose. "Noncommercial purpose" shall mean the use, operation, or maintenance of any sound equipment for other than a "commercial purpose." "Noncommercial purpose" shall mean and include, but shall not be limited to philanthropic, political, patriotic, and charitable purposes

(m) Supplementary Definitions of Technical Terms.

Definitions of technical terms not defined herein shall be obtained from the American National Standards Institute's Acoustical Terminology Sl-s-1971 or the most recent revisions thereof.

Sec. Sound Level Measurement Criteria.

Any sound level measurement made pursuant to the provisions of this chapter shall be measured with a sound level meter using the "A" weighting.

Sec. Presumed Ambient Noise Level.

When "ambient noise level" is referred to in this chapter, it shall mean the higher of the following: (1) actual measured ambient noise level, or (2) presumed ambient noise level as determined from the chart below:

Zone	Time	Sound Level A, decibels		
		Community Environment Classification		
		Very Quiet (rural-suburb)	Quiet (suburb)	Slightly Noisy (suburb-urban)
R1 and R2	10pm to 7am	35	40 (45)*	45 (50)*
	" 7pm to 10pm	40	45 (55)*	50 (60)*
	" 7am to 7pm	45	50	55
R3 and R4	10pm to 7am	40	45 (50)*	50 (55)*
	" 7am to 10pm	45	50 (55)*	55 (60)*
Commercial	10pm to 7am		50 (55)*	55 (60)*
	" 7am to 10pm		55 (60)*	60 (65)*
M1	anytime		65 (70)*	65 (70)*
M2	anytime		70 (75)*	70 (75)*

Sec. Violations: Misdemeanors.

Any person violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor and upon conviction thereof, shall be fined in an amount not exceeding Five Hundred and no/100ths Dollars (\$500.00) or be imprisoned in the City or County Jail for a period not exceeding six (6) months, or by both such fine and imprisonment. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such.

Sec. Severability.

If any provision, clause, sentence, or paragraph of this chapter or the application thereof to any person or circumstances, shall be held invalid, such invalidity shall not effect the other provisions or applications of the provisions of this chapter which can be given effect without the invalid provisions or applications and, to this end, the provisions of this chapter are hereby declared to be severable.

*Sound levels recommended by Pacific Gas and Electric Company.

Article 2. Special Noise Sources

Sec. Radios, Television Sets, and Similar Devices.

(a) Uses restricted. It shall be unlawful for any person within any residential zone of the City to use or operate any radio receiving set, musical instrument, phonograph, television set, or other machine or device for the producing or reproducing of sound (between the hours of 10:00 p.m. or one day and 7:am of the following day) in such a manner as to disturb the peace, quiet, and comfort of neighboring residents or any reasonable person of normal sensitiveness residing in the area.

(b) Prima facie violation. Any noise level exceeding the ambient noise level at the property line of any property (or, if a condominium or apartment house, within any adjoining apartment) by more than five (5) decibels shall be deemed to be prima facie evidence of a violation of the provisions of this section.

Sec. Schools, Hospitals and Churches.

It shall be unlawful for any person to create any noise on any street, sidewalk, or public place adjacent to any school, institution of learning, or church while the same is in use or adjacent to any hospital, which noise unreasonably interferes with the workings of such institution or which disturbs or unduly annoys patients in the hospital, provided conspicuous signs are displayed in such streets, sidewalk or public place indicating the presence of a school, church, or hospital.

Sec. Machinery, Equipment, Fans, and Air Conditioning.

It shall be unlawful for any person to operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by more than five (5) decibels. For the purposes of this section, "noise level" shall mean measured sound level with the following values added as corrections for time duration and character of the noise.

(a) Add one and only one of the following corrections for time duration:

1. Noise persists for more than five (5) minutes out of any one hour. 0
2. Noise persists for more than one minute but not more than five (5) minutes out of any one hour. -5
3. Noise persists for one minute or less out of any one hour. -10

(b) Add one and only one of the following corrections for unusual character:

1. Noise has no unusual character.	0
2. Noise contains a piercing pure tone.	+5
3. Noise is impulsive or rattling in nature.	+5
4. Noise carries speech, music, or other information content.	+5

Article 3. Construction

Sec. Construction of Buildings and Projects.

It shall be unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device (between the hours of _____ p.m. of one day and _____ a.m. of the next day) in such a manner that a reasonable person of normal sensitivity residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been duly obtained from (the officer or body of the City having the function to issue permits of this kind) No permit shall be required to perform emergency work as defined in Article 1 of this chapter.

Article 4. Additional Regulations

NOTE: (The following may be of some value in some locations, may involve enforcement problems, may be added later, etc.)

Sec. Vehicle repairs (on private property in residential areas

Sec. 10. Amplified Sound (difficult to control)

Sec. Hawkers and Peddlers (not necessary?)

Sec. Animals and Fowl (difficult to control)

Sec. 10. Train Horns and Whistles (B.I.L.C. control)

